



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per 12	Per 12
	Qts.	Pts.
ST. ESTEPHE, ...	\$7.20	\$7.80
ST. JULIEN, ...	9.00	9.60
LA ROSE, ...	12.00	13.20
CHATEAU HAUT		
BRION LARRIVET, ...	18.00	19.20
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D'ARMAILHACQ, ...	21.00	22.80
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CARNET, ...	25.00	—
CHATEAU LA TOUR		
CARNET, ...	30.00	—
CHATEAU RAUZAN, ...	42.00	—
CHATEAU LAFITE, ...	48.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

[31]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor and for publication, but no evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.

Lieber's

P.O. Box, 33. Telephone No. 12

## BIRTH.

On the 2nd August, at Canton, the wife of Mr. A. von FURST, of a daughter, GRETA. No cards. [2181]

## DEATH.

On the 22nd July, at Sourabaya, Java, CHARLES HICKS, advance representative of Harrington's Circus.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, C1  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th August, 1902.

Owing to the fact that the accuracy of certain statements which have appeared in these columns and elsewhere, with reference to French activity in the immediate neighbourhood of Macao, have been officially questioned at home, we have taken the opportunity to investigate matters more closely in Macao itself, and the result has been to confirm amply what has previously been said. The report about the acquisition of Ca Tai by the Missions Etrangères and the intention of the French Government of taking over the land as the site of a naval and military sanatorium appeared originally in these columns last May and we published fuller details on the 18th June. On the 30th of the same month, in reply to a question by Mr. GALLOWAY WELLS, Lord CRANBORNE admitted that a piece of ground near Macao had been purchased by French missionaries for the erection of a hospital; from his answer it was evident that no importance was attached officially to the affair. Nevertheless the well informed Macao correspondent of our junior evening contemporary on the 28th ult. was able to add still further confirmation to our statement and hinted that besides the hospital scheme the French had in contemplation the building of a railway. More recently yet he telegraphed that the subprefect of Chinan and a naturalised Portuguese subject had been arrested by order of the Canton Viceroy for an alleged trespass by the second of the two prisoners

on French mission land. Our information goes to show that the arrest was made directly on account of the sale of Ca Tai, the land sold containing some two hundred graves. The *Telegraph* correspondent, however, places the place where the alleged trespass occurred nearly to the Porta da Cerco. This part of the matter is obscure, and requires clearing up.

In the meantime the Yeh-ti affair had occurred, the first information on the subject being published, we believe, in the *London Daily Chronicle* early last month. Lord CRANBORNE, when asked whether it was a fact that the French flag had been hoisted at Yeh-ti, between Macao and Canton, consented himself with saying that he was informed that the report had no foundation. We can only say, upon information which we have every reason to believe is more intimate than any possessed by Lord CRANBORNE, that the French flag was certainly hoisted at Yeh-ti. The circumstances were these. A party of French officers landed at Yeh-ti, hoisted the national flag, made a survey of the ground, and then departed, taking with them the flag. Consternation was the result among the villagers and all sorts of rumours were prevalent. Lord CRANBORNE as in the case of Ca Tai, carefully restricted himself to the task of revealing the Government's lack of information. He did not state that the abnormal activity of French agents in the vicinity of Macao and Canton was receiving the attention of the home authorities. This activity, nevertheless, is a very patent fact, and a few enquiries in the right quarters will readily elicit further proofs. It is easy to see that the individual Chinese are willing enough to sell land to the French in return for the munificent terms offered, provided that they can escape any penalties from their own officials. France is making full use, as she has so frequently done in China, of the assistance of the Romanist missionaries of her own nationality, the interpolated clause in the Treaty of Peking in 1860, which entitled missionaries to acquire land in the interior, rendering their assistance invaluable. It was, as we have shown, the French fathers of the Missions Etrangères who bought the land at Ca Tai, though the object of the purchase is to erect on the hillside a naval and military sanatorium. It may well be asked, why is this sanatorium to be built in the neighbourhood of Macao, when there are excellent situations for such a building in the French colony of Indo-China? And is there not Kwanchauwan?

The fact appears to be that there is a good deal more in the French scheme than the establishment of a hospital at Ca Tai. We have it on the best authority, though the source naturally cannot be revealed at the present moment, that the main object of the French in their busy attention to this part of China is to carry out their railway projects in Kwangtung province. In fact, nothing less is desired than the privilege of constructing a railway line through the exceedingly rich districts which lie between Macao and Canton. Such a statement will no doubt be dismissed by those at home who are supposed to watch over British interests in China with the remark that no information has reached the Foreign Office. This is quite probable. But the lack of knowledge on the part of Lord CRANBORNE will not hinder the French scheme from being pressed forward with the utmost energy. We cannot imagine, on international grounds, that it will be permitted to achieve success. There is another government which surely has the prior claim to build any railway from Macao, if China does not build one herself, and the whole question of France's rights in the Canton-Macao neighbourhood will not bear investigation. There are next to no French trade and certainly no other French interests in the vicinity. A great parade of activity will not create rights, though it may impress the more ignorant among the Chinese. In this connection we may legitimately wonder whether the constant visits of French gunboats to Macao are expected to overawe the inhabitants. We are glad to see that the *Mooren*, one of the best British river-gunboats, is now at Macao, since the general tendency seems to be to leave South China stripped of British warships throughout the summer.

We almost omitted to mention a curious complication which has arisen from the intrigues of the French missionaries near Macao. A long-standing arrangement with the Vatican has given to the Portuguese Roman Catholic authorities religious jurisdiction within a certain radius of Macao, and the entrance upon the scene of the French missionaries, without the consent of the Portuguese ecclesiastics, has violated this agreement and caused considerable resentment at Macao. It is intended, we have reason to believe, to appeal to the Vatican, but until the arrival at Macao of the new Bishop who is coming out from Lisbon matters are being allowed to rest.

The Bombay Infantry are leaving Hongkong to-morrow.

The Japanese cruiser *Chitose* arrived from Amoy yesterday.

The French gunboat *Vigilante* and the British gunboat *Mooren* were at Macao yesterday.

The police concert in Wyndham Street on Monday evening was a pronounced success. About 150 people were present.

The number of resident members of the Singapore Cricket Club on the 30th June last was 533, and the balance of assets over liabilities on that date was \$5,089.83.

The visitors to the City Hall Library and Museum last week were 130 non-Chinese and 58 Chinese to the former institution, 37 non-Chinese and 1,282 Chinese to the latter.

Mrs. P. M. Colomb, mother of the commander, on the 4th July presented the China medal to the crew of the *Orlando*, cruiser, which was preparing to pay off at Portsmouth.

An experiment at Versailles with the new battery explosive powder led to an accident which resulted in the death of a sub-lieutenant, an adjutant, and three junior officers, and the wounding of fifteen.

At Bangkok recently Phya Muntra Suriwongse, formerly Vice-Minister in the Ministry for War, and some members of his family were the victims of a murderous attack by a Chinese coolie, who is said to have been insane.

Fire broke out between three and four o'clock yesterday morning in a store occupied by Chinese at 17, Circular Pathway, spreading to the first and second floors—Chinese dwelling-houses. The ground floor was gutted and the others seriously damaged.

The following announcements have been made at the Admiralty—Lieutenant—J. R. Segrave to the *Canopus* (ist), and B. J. Snowden to the *Edipus* (N.), to date July 15; H. K. Arbutnot to the *Tamar* for T. duties at Hongkong, to date August 6.

Le *Courrier Saigonais* speaks of Russia once more proving, by her early withdrawal from Tientsin, that the Tsar's Government is the most conciliatory of the lot. Curiously enough, our Saigon contemporary makes no allusion to the non-evacuation of Manchuria by Russia. But perhaps Count Cas-imi's assurance carries weight in Saigon.

It is understood that no white battalion will be brought to Singapore until new barracks have been erected for the troops. This matter is now under consideration by the War Office. A suitable site has been obtained and building operations will be commenced as soon as possible. The Tanglin Barracks will continue to be occupied by the native regiment.

Mr. George Mudge, who had represented several European firms in the Far East for a number of years, died at Raffles Hotel, Singapore, on the 14th ult., after a comparatively short illness. Mr. Mudge was well known in Singapore and even better known in China and Japan, where his genial disposition and extreme good nature secured him a host of friends. The illness which terminated in his death seems (says the *Strait Times*) to have originated from sleeping in a canvas-backed deck chair, while on the way to Singapore from the north. A swollen vein in the leg laid him up, and unfortunately the circulation of the blood was affected, causing death yesterday afternoon. The funeral took place at Bakit Timah Road cemetery, the Rev. S. S. Walker officiating. A considerable number of Singapore residents, including several members of the Masonic body, attended out of respect to a man who will be greatly missed, especially up north. Deceased was a native of Exeter.

Java is being visited by a very severe attack of cholera, resulting in hundreds of deaths. The death which will be heard of with most regret here is that of "Colonel" Charles Hicks, the advance agent of Harrington's Circus, who died on the 22nd ult. Colonel Hicks was an American by extraction, but was well known in Australia and all over the Far East. In Hongkong he was extremely popular, his genial manners and gifts as a *reconfer* winning him hosts of friends. Among his best stories were some in which Sir William Robinson, our former Governor, figured, and the Colonel could tell stories by the hour. He will be much missed wherever Harrington's Circus goes. Amongst other victims are a major of artillery and his daughter, a captain of artillery, the captain of the s.s. *Sommerville*, Mr. Reigers, the head of the Tramway Company, Professor Kopman and various others, including the wife of Mr. Bouman, a well-known broker. On the 21st ult. nine European soldiers fell victims and six on the following day. Cholera has never been so bad in Java before.

## THE KING'S PARK.

The following was issued as an Express yesterday afternoon—

H.E. the Officer Administering the Government will turn the first sod of the King's Park at 5.30 p.m. on Wednesday, 6th August. Lanchons will be provided for those desirous of attending, the first launch leaving Blakes Pier at 4.30 p.m., and the second shortly afterwards. Intending passengers are requested not to be late in arriving at Blakes Pier. Messrs. Blackhead & Co. have kindly placed their landing stage at Kowloon Point at the service of the community for this occasion.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 4th August, 11 p.m.

## KAISER AND TSAR MEET.

The Kaiser to-day (Monday) meets the Tsar of Russia at Reval, in the Baltic province of Esthonia.

## RUSSIAN ARMY INCREASED.

A Russian decree orders the enrolment of 318,645 new recruits for the Army this year, which is 10,000 above the number enrolled in 1901.

## THE KING'S HEALTH.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 5th August, 3 p.m.

## BEST OF NEWS.

King Edward's progress is regarded as so satisfactory that his ability to perform all the details of Saturday's ceremony is not doubted.

## H.M.S. TERRIBLE'S NEW RECORD.

[FROM OUR CORRESPONDENT.]

SINGAPORE, 5th August, 1.35 p.m.

## HONGKONG COALING FIGURES BEATEN.

H.M.S. *Terrible* has beaten her coaling record established at Hongkong at the end of April last. She has here put on board 1,548 tons in 5 hours and 27 minutes.

(H.M.S. *Terrible* here, in April, achieved the feat of taking on board 2,500 tons in 9 hours 10 minutes, which at the time was looked on as (and indeed was) a splendid record. But the *Terrible* has evidently not rested content with this. In the coaling test at Hongkong last April, up to 2,450 the average quantity shipped per hour was 300 tons, while the most amount for a single hour was 425 tons.—Ed. D.P.)

## THE KOWLOON BRIGADE GYMKHANA.

A gymkhana promoted jointly by the H.K. S.B.R.A. and the Indian Brigade was held yesterday afternoon at Happy Valley. It had had to be postponed more than once on account of the bad weather and therefore the complete success which attended it yesterday was all the more gratifying. There was a large attendance of the military and the general public. His Excellency Major-General Sir William Gascoigne, K.C.M.G., and Lady Gascoigne were present and followed the various events with interest. The band and pipers of the Indian regiment played selections during the afternoon and the whole arrangements were ably carried out by a Committee of the officers of the Kowloon Garrison, a big share of the work falling upon the shoulders of Lieut. G. E. Thornhill. As was to be expected the going was rather heavy owing to the recent rains, and this led to one unfortunate accident; in the polo scurry race the pony of Mr. K. McRosa (Messrs. Jardine, Matheson & Co.) fell and the rider was thrown heavily and had his collar-bone fractured. Lieut. Stephen, I.M.S., attended to his injuries. Major Gwynne was also thrown at the end of this race, but was not severely hurt. The results were as follows—

SEPOYS' RACE—1 Mile.—Najab Khan, H.K.B.; 2, Rad Bu, H.K.B.; 3, Shoon-Avadar, 22nd B.I. The finish was very close.

SADDLING RACE.—Competitors to line up dismounted, with ponies, mount, ride bare-backed to saddles; saddle up and ride back.—Mr. W. A. Cruikshank. Won with a good deal to spare.

POLO SQUADRY.—2 Furlongs.—Catch weights. Open to bona fide polo ponies.—Mr. E. C. Poulter and Hon. F. H. May finished a dead heat, after an exciting race.

LADIES' NOMINATION.—300 Yards.—Gentlemen to ride bicycle, lift it over a hurdle, ride to lady who will light cigarette in gentleman's mouth and gentleman will ride back round hurdle.—Lieut. H. S. Moberly, nominated by Mrs. Saunders, won without much difficulty.

TEXT PRIZING.—3 Runs.—Prize kindly presented by His Excellency the General Officer Commanding. There was a big number of competitors; after an exciting contest the prize was secured by Mr. W. A. Cruikshank.

LADIES' NOMINATION.—Farm Yard Stakes. Gentlemen will be given name of animal, ride to lady and make noise of animal. Lady will write name on blank sheet of paper, place it in envelope and seal it and hand envelope to gentleman, who will ride back to starting post. First in with name of animal correct wins. This was a most amusing contest. It was won by Hon. F. H. May, nominated by Mrs. Beaton.

BRENDING RACE.—Open to horses and ponies.—8 Furlongs 8 yards start. A close contest resulted in a win for Major J. H. Gwynne. At the conclusion of the gymkhana, the prizes were presented to the winners by Lady Gascoigne, who was introduced by Major Berger and gracefully performed the ceremony. Three cheers were afterwards given for Lady Gascoigne on the call of Major Berger, this closing the proceedings.

## THE TYPHOON.

About two o'clock on Sunday afternoon the West River steamer *Chung Kong*, of the Kwong Wai Steamship Company, was approaching Lin Tin Island when those on board observed two Chinamen clinging to some wreckage in the water. The active skipper of the vessel had a boat lowered, and the two men, much exhausted, were picked up. They stated that they were the only survivors of a crew of eleven which left Macao in a junk on the previous day and had been caught in the typhoon and sunk.

At about the same time and on the same day, when also approaching Lin Tin Island, the Chinese-manned West River steamer *Sarking*, belonging to the Wo-On Steamboat Company, rescued the entire crew of nine of a junk which was fast sinking from the effects of the buffeting received in the typhoon.

All the bodies buried in the ruins of the collapsed house at 45, Praya East, Wanchai, twelve in number, have been recovered.

A great part of the roof of the workshop attached to the "Hongkong Ironworks" at Shaukiwan was blown down, but business was not interrupted. The steam launch *Fawa* was sunk in three or four fathoms of water in Causeway Bay, and the new matched opposite the Bay View Hotel was destroyed; the hotel itself escaped damage.

## THE TRIP OF THE F.S. "BURROSHAN."

The passengers of the s.s. *Hongkong*, which left Hongkong on Saturday last for Macao, had a very unpleasant experience. The advent of the typhoon was already felt when the steamer left the wharf at 2 p.m., and Captain Clarke had persuaded several lady passengers who had come on board to postpone their trip and remain behind. There was a very large number of passengers, owing to the holiday on the Monday, and about 400 Chinese below. The captain took the inner course and went as far as The Brothers, where he deemed it expedient to anchor owing to the mist and the rapid indications that the typhoon was approaching and its centre likely to be in close proximity. A better anchorage could not have been found, and when night approached the caution of the captain was justified. There was a tremendous force of wind and a deluge of rain which lasted for some hours, and steam was kept up all night. The passengers had for the most part a wretched time, although the commander and officers did their best to make things as comfortable as possible, but their efforts were of course confined to seeing to the safety of the steamer. There were several ladies on board amongst the first-class passengers and these were accommodated in the ladies' cabins. The men had to turn in on the settees and chairs, whilst in the second-class the ladies had to sleep where they sat. The agent of the company should really not have allowed the ship to leave, but having left everyone had to make the best of it. The steward, anticipating some delay, had in a stock of provisions sufficient for dinner on the Saturday and a plain breakfast on the Sunday, but here the commissariat failed, excepting in the matter of liquid refreshments, in which a big business was done. A most trying night was experienced, and on the Sunday morning Captain Clarke steamed out from the shelter of the Isles but speedily had to return, as the heavy seas which struck the vessel threatened to smash in the large square ports. After noon the weather sufficiently moderated for the captain to make another attempt, which was successful and after a rough passage Macao was safely reached to the relief of everyone at 3 p.m.

## THE TYPHOON AT MACAO.

Although Macao was fortunate in not sustaining any severe damage from the typhoon yet there were some evidences that a severe storm had been experienced. The heavy rain played havoc with the roads and there were numerous landslides. Building operations suffered, scaffolding being blown down, but no casualties were reported. The ancient city certainly looked and smelt cleaner after the thorough cleansing which the continuous heavy rain effected.

The following was issued from the Hongkong Observatory yesterday:—

On the 5th at 11.15 a.m. Another typhoon exists in the Pacific to the South of the Loochoos.

The barometer has risen on the S. coast of China and over the S. Philippines, fallen in the neighbourhood of the Loochoos. Pressure is high over E. Japan.

Northeast and North winds, probably freshening, on the E. coast of China and in the Formosa Channel.

Forecast:—Varying winds; light; fine.

## PUBLICANS' LICENCES.

A meeting of Justices of the Peace was held at the Magistracy yesterday afternoon to consider the following applications:—(1) From Annetta Peppier for the transfer of her publican's licence to sell and retail intoxicating liquors on the premises situate at No. 1, Jubilee Street, under the sign of "The Colonial Hotel," to O. Fromowitz. (2) From Joaquin Gomes for the transfer of his publican's licence to sell and retail intoxicating liquors on the premises situate at Nos. 318 and 320, Queen's Road Central, under the sign of the "International Hotel," to Morris Sternberg. Mr. F. A. Hancland presided, and the other Justices present were Messrs. J. H. Kemp, C. A. D. Melbourne, B. H. Craig, and A. F. Arnold. Mr. E. J. Grist appeared on behalf of the second applicant.

There were no police objections, and the applications were granted unanimously.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## HONGKONG OBSERVATORY AND STORM WARNINGS.

TO THE EDITOR OF THE "DAILY PRESS."

Svatov, 4th August.

SIR,—In the interest of all people connected with the business from the port of Hongkong I would thank you to insert the following in your valuable paper. I just happened to see the captain of the British steamer *Hatching* and of the German steamer *Decline*, both of which left Hongkong on Friday afternoon for this port. Both gentlemen complain bitterly of the insufficiency of the storm warnings of the Hongkong Observatory. The *Decline*, being a few hours ahead of the *Hatching*, went right through the centre of the last typhoon without being properly warned of its approach, sustaining a lot of damage, though happily no loss of lives has to be reported, and arriving here with her cargo gone over. The *Hatching* was able to put back in time and only arrived here this morning. Not being a nautical man myself I refrain from going into any other details, hoping that sooner or later some of the most concerned, the captains of coasting steamers themselves, will combine to lodge a complaint at the proper quarters, i.e., the Hongkong Chamber of Commerce—Yours, etc.,

## OUTPORT.

## THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 5th August.

SIR,—As there seems to be quite an amount of interest taken in the controversy now going on in your columns under the heading of "The Forthcoming Race Meeting," it may perhaps not be out of place for an outsider to make a suggestion. It would appear that with the advent of the water a change has come over the scene, and apparently different factions have sprung up in the Club, viz. 1st.—The China pony crowd whose cry is "Away with the water"; 2nd.—The water crowd who rally to the cry of "Down with the China pony"; 3rd.—the reform at any price crowd who cry in a loud voice for "Reforms" without it appears to me, any very definite idea of what shape the reform is to take. However, there is no raising the fact that the Stewards are placed in the exceedingly uncomfortable position of having to try to satisfy each of these antagonistic forces. Now would it not be a good policy for the management of the Jockey Club—who, I am certain, are only too glad to do anything practical in the way of furthering the sport of horse-racing—to adopt a policy of meeting the requirements of these different factions as far as it is in their power to do, and let the law of "the survival of the fittest" do the rest? To this end I would respectfully submit for their consideration the following proposals:—

A. That the Club hold two or more meetings a year instead of one.

B. That the programmes be divided into three or more classes, something as follows:—

1st. The China Pony.—To be raced under existing laws which as far as I can bear have always given satisfaction.

2nd. The Water Pony.—For all subscription stakes imported by the Club and allotted by ballot as at present, such ponies to be from 13 to 14 hands, so that they may always have a certain value as polo ponies. All these ponies to be eligible for all time in their own class. Handicap to be weight for inches as per Indian scale, all races for this class to be open to any equine pony, but all new season ponies will receive handicap of, say, 10 lbs. (or whatever amount practical experience may prove to be necessary to bring them together) from past season's importations.

3rd. The Race Horse.—For racehorses, professionals from any part of the world, to be entered under English Jockey Rules, viz. that every such horse, trainer, or jockey must produce credentials from the Jockey Club governing the Part in the country from which they come.

By adopting some such plan as that roughly sketched above I am certain that not only will satisfaction be given to all parties, but that local racing will in a short time assume proportions in keeping with the importance of the Colony of Hongkong. Trusting that the Stewards of the Hongkong Jockey Club will not consider this expression of opinion by one who has not yet had the pleasure of racing under their patronage as an impertinence.—Yours, etc.,

## HORSEMAN.

## THE HEALTH OF HONGKONG.

During the two days ending at noon on Monday five fresh Chinese plague cases (four fatal) occurred, one more body being found in Des Vaux Road. The next 24 hours were free of a case, a fact which will be heard of with great relief.

The year's figures are now—323 cases (6 Europeans, 488 Chinese, 19 other Asiatics), and 511 deaths (4 Europeans, 492 Chinese, 15 other Asiatics).

Last week's figures of cases of communicable disease were—Plague 31, (2 Europeans, 29 Chinese), with 34 deaths; cholera 6 (Chinese), with 6 deaths; enteric fever 1 (European case at the Park), paratyphoid fever 1 (Chinese), with 1 death.



**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager only, and special business matters to the Manager.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Presses. Codes: A.B.C., 5th Ed. Lieber's.  
P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

**WANTED.**  
FOR TONKIN, A SHORTHAND WRITER AND TYPIST.  
Apply by letter to  
BOX 100,  
Care of Daily Press Office,  
Hongkong, 6th August, 1902. [2126]  
KOO SING THEATRE.  
Well-Known Chinese Actors. Excellent Play.

**SAM SHEANG-TIU.**  
A man of great strength and wonderful skill. Commences on WEDNESDAY, the 6th inst. at 11 A.M.  
WEDNESDAY and THURSDAY nights, the 6th and 7th inst.

**NEW PROGRAMME**  
Wonderful feats and skilful acts. Commences at 7 P.M.  
Hongkong, 6th August, 1902. [2127]  
CELEBRATION IN HONOUR OF THE CORONATION OF THEIR MAJESTIES.

**TURNING OF THE FIRST SOD OF THE KING'S PARK, KOWLOON, 5.30 P.M.**  
H.E. the Officer Administering the Government will turn the first sod of the King's Park at 5.30 P.M., TO-DAY (WEDNESDAY), the 6th August.  
Laurels will be provided for those desirous of attending, the first launch leaving Blake Pier at 4.30 and the second shortly afterwards. Intending passengers are requested not to be late in arriving at Blake Pier.  
Messrs. F. BLACKHEAD & Co. have kindly placed their landing stage at Kowloon Point at the service of the community for this occasion.  
EDBERT A. HEWETT,  
Hon. Secretary. [2128]  
HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

**NOTICE TO SHAREHOLDERS.**  
THE DIVIDEND at the rate of 10 per Cent. or \$1.00 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after WEDNESDAY, the 6th August, 1902.  
Shareholders are requested to apply to the Office of the Company for Warrants.  
By Order of the Board of Directors,  
T. ARNOLD,  
Secretary. [2130]  
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

**NOTICE TO SHAREHOLDERS.**  
NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING called for MONDAY, 18th August, has been postponed until further notice.  
By Order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary. [2135]  
NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**  
"MAZAGON."  
FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey Goods at 11 A.M. on Tuesday and Friday. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claim will be recognised.  
E. A. HEWETT,  
Superintendent. [2136]  
OCEAN STEAMSHIP COMPANY.

**CONSIGNEES per Company's Steamer**  
"DARDANUS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 11th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 11th inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents. [2137]  
HONGKONG, 4th August, 1902.

**FOR MANILA.**  
THE Company's Steamship  
"RUBI"  
Captain R. W. Almond, will be despatched for the above port on FRIDAY, the 8th inst., at 4 P.M.  
Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation shipshape. Electric Light and all other modern improvements. A Surgeon is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers. [2121]  
Hongkong, 6th August, 1902.

## NEW ADVERTISEMENTS

## IMPERIAL GERMAN MAIL LINE

## STEAMFOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "KONIG ALBERT"

## OF THE NORDDEUTSCHER LLOYD.

## Captain C. Polack, will leave for the above places TO-DAY (WEDNESDAY), the 6th inst., at 10 A.M.

## NORDDEUTSCHER LLOYD.

## For further Particulars, apply to

## MELCHERS &amp; CO.,

## Agents.

## Hongkong, 6th August, 1902. [2125]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

## "HAILONG."

## Captain Gibson will be despatched for the above port TO-DAY, the 6th inst., at NOON.

## For Freight or Passage, apply to

## DOUGLAS LAURIE &amp; CO.,

## General Managers.

## Hongkong, 6th August, 1902. [2120]

## CORONATION CELEBRATION.

## IN accordance with Government Notification No. 472 of 1st instant, the Undermentioned Banks will be CLOSED for the transaction of Public Business on SATURDAY, the 9th August.

## For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

## T. E. COCHRANE,

## Acting Manager, Hongkong.

## For the HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## J. R. M. SMITH,

## Chief Manager.

## For the NATIONAL BANK OF CHINA, LIMITED.

## GEO. W. F. PLAYFAIR,

## Chief Manager.

## For the MERCHANT BANK OF INDIA, LIMITED.

## EVAN ORMISTON,

## Acting Manager, Hongkong.

## For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.

## G. MAYER,

## Manager.

## For the YOKOHAMA SPECIE BANK, LIMITED.

## TAHO HODSUMI,

## Manager.

## For the IMPERIAL BANK OF CHINA.

## E. W. BUTTER,

## Manager.

## For the DEUTSCH-ASIATISCHE BANK.

## H. SCHOTTLEANDER,

## Manager.

## For the RUSSO-CHINESE BANK.

## J. W. R. TAYLOR,

## Representative in Hongkong.

## For the GUARANTY TRUST COMPANY OF NEW YORK.

## M. G. EVANS,

## Acting Manager.

## Hongkong, 5th August, 1902. [2129]

## PUBLIC AUCTION.

## THE Undersigned have received instructions from J. M. BEATTIE, Esq., to Sell by Public Auction, on

## TUESDAY,

## the 12th August, 1902, at 2.30 P.M., within his residence "Strawberry Hill," Peak,

## THE WHOLE OF HIS

## VALUABLE HOUSEHOLD

## FURNITURE,

## Comprising:—

## CARVED TEAKWOOD OVERMANTEL with BEVELLED GLASS, BLACKWOOD CABINET, STOOLS, TABLES; CARVED TEAKWOOD SIDEBOARD with BEVELLED GLASS, UPHOLSTERED CHAIRS and COUCH, TEAKWOOD EXTENSION DINING TABLE, DINNER WAGON, CHAIRS, ONE HEXAGONAL and One OCTAGONAL TABLES, ONE TEAKWOOD WRITING DESK (roll top), PENS, FIRE IRONS, GLASS and CROCKERY WARE, DOUBLE BRASS MOUNTED IRON BEDSTEADS, TEAKWOOD WARDROBES with BEVELLED GLASS, TOILET TABLES, WASH STANDS, CARPETS, RUGS, MATTING, &amp;c., &amp;c.

## Also

## A Large Assortment of PALMS and other PLANTS with POTS and STANDS;

## And

## One SEMI-GRAND PIANO, by John Broadwood &amp; Sons, London.

## TERMS.—As usual.

## HUGHES &amp; HOUGH,

## Auctioneers.

## Hongkong, 6th August, 1902. [2122]

## PUBLIC AUCTION

## OF

## VALUABLE LEASEHOLD PROPERTY.

## Situate at Victoria in the Colony of Hongkong, being

## Nos. 303, 305, 307, 309 and 311, Des Vaux Road West, situate on

## The Remaining Portion of Sub-section ONE of Section A of Marine Lot No. 95 and the Remaining Portion of Section A of Inland Lot No. 1,310.

## To be sold in ONE LOT, by

## PUBLIC AUCTION,

## on

## TUESDAY,

## the 12th day of August, 1902, at 3 o'clock P.M.

## by

## MR. GEO. P. LAMBERT,

## Auctioneer,

## at his SALES ROOMS, Duddell Street, By Order of the Second Mortgagee.

## The following are the particulars and description of the Property:—

## All those Pieces or Parcels of Ground situate at Victoria in the Colony of Hongkong, registered in the Land Office as the Remaining Portion of Sub-section 1 of Section A of Inland Lot No. 1,310 held for the respective residue of the respective terms of 999 years created therein by two Crown Leases dated respectively the 27th day of July, 1902.

## The apportioned yearly Crown Rent of the Remaining Portion of Sub-section 1 of Section A of Marine Lot No. 95 is \$4.00, and for the Remaining Portion of Section A of Inland Lot No. 1,310 is \$65.35. Houses Nos. 303, 305, 307, 309, and 311, Des Vaux Road West, are situate on these premises. Monthly Rental of each house including taxes is \$87.

## Particulars and Conditions of Sale may be obtained from

## MESSRS. MOUNSEY &amp; BRUTTON, Solicitors,

## Nos. 39 &amp; 41, Des Vaux Road Central, and from

## MR. GEO. P. LAMBERT, Auctioneer.

## Hongkong, 6th August, 1902. [2123]

## NEW ADVERTISEMENT

## PUBLIC AUCTION

## OF

## VALUABLE LEASEHOLD PROPERTY

## Situate at Victoria in the Colony of Hongkong, being

## Nos. 45, 47, and 49, Ship Street, Situate on

## The Remaining Portion of Inland Lot No. 1,028.

## To be sold in ONE LOT by

## PUBLIC AUCTION

## on

## TUESDAY,

## the 12th day of August, 1902, at 3 o'clock P.M., by

## MR. GEO. P. LAMBERT, Auctioneer,

## at his SALES ROOMS, Duddell Street, By Order of the Second Mortgagee.

## The following are the particulars and description of the Property:—

## All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong, registered in the Land Office as the Remaining Portion of Inland Lot No. 1,028, held for the residue of the term of 999 years created therein by a Crown Lease dated the 17th day of September, 1885. The apportioned yearly Crown Rent is \$4.25. Houses Nos. 45, 47, and 49, Ship Street, are situate on these premises. Monthly rental of each house is \$125 excluding taxes.

## Particulars and Conditions of Sale may be obtained from

## MESSRS. MOUNSEY &amp; BRUTTON, Solicitors,

## Nos. 39 &amp; 41, Des Vaux Road, and from

## MR. GEO. P. LAMBERT, Auctioneer.

## Hongkong, 6th August, 1902. [2124]

## THE VICTORIA DISPENSARY.

## NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

## MR. SOUTHBY KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

## THE VICTORIA DISPENSARY,

## J. R. CAPPELL,

## Manager.

## Hongkong, 5th August, 1902. [2116]

## GOVERNMENT GENERAL OF

## FRENCH INDO-CHINA.

## THE

## HANOI

## EXPOSITION

## WILL BE OPENED ON

## 3rd NOVEMBER, 1902.

## THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section), French Indo-China (2nd section), and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands, India, British India, Straits Settlements, Burma, &amp;c. (3rd section).

## THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

## THE GALLERY OF FINE ARTS will contain more than 500 Pictures, and will be organized under the Direction of the Inspection-General of Fine Arts of Paris.

## SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organized at reasonable prices.

## ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, &amp;c., &amp;c., will be provided.

## REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

## NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

## For FURTHER INFORMATION apply to the French Consulates in the Far East.

## P. THOMÉ,

## Commissaire-Général de l'Exposition de Hanoi.

## Hongkong, 1st July, 1902. [1800]

## WANTED.

## BY THE SINGAPORE MANUFACTURING CO.,

## A CLERK who is thoroughly familiar with Chinese and English.

## Address:—

## P. O. BOX 117.

## Hongkong, 23rd July, 1902. [2005]

## SITUATION WANTED.

## A YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms, offers his services to any local firm or abroad at very moderate terms.

## Apply to:—

## "CLERK,"

## Care of Daily Press Office.

## Hongkong, 28th July, 1902. [1906]

## BRITISH NORTH BORNEO.

## WANTED.

## AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to

## DIRECTOR OF PUBLIC WORKS,

## Sandakan.

## Hongkong, 4th February, 1902. [446]

## ON SALE

## 1902 1902 1902

## MAIL TABLES.

## THE Card published at the Daily Press Office

## Contains:—

## English Mails, homeward and outward

## French " " " "

## German " " " "

## Canadian " " " "

## United States " " " "

## Far East " " " "

## Calendar for 1902.

## That is more information than is given on any printed in London for which fifty cents is charged. The price of the locally printed card is 25 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office, 10, Market Street.

## Hongkong, 18th January, 1902.

## AUCTIONS

## NOTICE.

## TO BE Sold by PUBLIC AUCTION, at 10 A.M., on AUGUST 11th, 1902, at the BRITISH CONSULATE GENERAL, SHAMEN, CANTON, by order of the Surveyor, H.M. Office of Works, Shanghai, the Lease of Lot 79 and of Lot 80 of the British Consession at Shamshen, subject to the following conditions, viz.:—

## (1). The Lots will be put up separately and at an upset price of \$2,200 each.

## (2). The Lots shall be knocked down to the highest bidder at or above the upset price, but the sale shall not be conclusive until the approval of His Majesty's Minister at Peking, of His Majesty's Consul at Canton, and of the Officer in Charge of His Majesty's Office of Works in China be obtained to the proposed purchaser, who shall deposit with His Majesty's Consul a sum of \$100 on the fall of the hammer, such deposit to be returned without interest to the intending purchaser in the event of his offer not being approved within 6 months from the date of sale.

## (3). The form of Lease under which the Lots will be held to be the same as that now in force in regard to the other Lots on the Consession, a copy of which can be seen upon application to His Majesty's Consul-General, Canton.

## (4). The Purchaser will defray cost of preparation of Lease or Conveyance.

## JAMES SCOTT, Consul-General.

## His Britannic Majesty's Consulate-General, Canton, 30th July, 1902. [2072]

## GOVERNMENT NOTIFICATION.

## No. 468.

## THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of August, 1902, at 3 P.M., are published for general information.

## By Command,

## F. H. MAY, Colonial Secretary.

## Colonial Secretary's Office, Hongkong, 24th July, 1902. [2102]

## Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of August, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Peak Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

## Boundary Measurements.

## Contents in Square Feet.

## Annual Rent.

## Upset Price.

## No. of Lot.

## Locality.

## N. S. E. W.

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## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European  
taught workmen. Equal to Home Work  
**FURNITURE WAREHOUSEMEN**

**A CHEE & CO.** Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLERS

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo

## PHOTOGRAPHER

**M. MUMFAY, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.  
**STOREKEEPERS**

**F. BLACKHEAD & CO.**  
Navy Contractors, Ship Chandlers, Sail-  
makers, Provision and Coal Merchants,  
Purveyors, Central, next Hongkong Hotel.

**"BISMARCK & CO."**  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, etc. Fresh Water supplied to  
Vessels in the Harbour

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.

**MORE & SEIMUND.**  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey-  
hound Brand") and Blundells  
Spence & Co.'s Commission

## WATCHMAKERS

**DROZ & CO.**  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates.

## NOW ON SALE.

**THE CHRONICLE AND DIRECTORY**  
FOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS, INDIA, PHILIP-  
PINES, BORNEO, &c.  
WITH WHICH ARE INCORPORATED  
"THE CHINA DIRECTORY"  
AND  
"THE HONGKONG DIRECTORY"  
AND HONG LIST FOR THE FAR EAST  
FOR  
1902.

The **DIRECTORY** covers the whole of the  
ports and cities of the Far East, from Nether-  
lands to Siberia, in which European residents  
not only in the Directory as full and complete  
in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a **DESCRIPTION**  
of the place, carefully revised each year, most of  
which will serve as accurate **GUIDES** for the  
Tourist, giving every detail in connection with  
the place, their History, Topography, &c., &c.  
The information in these Descriptions, con-  
sisting of a hundred interesting articles, packed  
with facts concisely set out, and containing  
statistics of the Trade of each Country and  
Port, would alone suffice to fill a large volume.

The **CHRONICLE** and **DIRECTORY**, al-  
though printed in smaller type than formerly  
and contained in every possible manner, con-  
tains more than 1,000 pages.  
Royal Octavo—Complete with Fourteen Maps  
and Plans, pp. 1,574, \$9.00. Directory only  
pp. 1,172, \$5.00.

**THE BEST  
THE OLDEST  
THE CHEAPEST  
BELT IN THE WORLD**

IS

GANDY'S



**"THE GANDY BELT,"**  
ENGLAND.

SOLE AGENTS  
**LUTGENS, EINSTAMANN & CO.**  
HONGKONG

SUN SOY LUNG &amp; CO.

**PRESERVERS OF GINGER** and all  
kinds of **FRUITS**. Export Orders  
promptly attended to.  
No. 12, DES VOEUX ROAD WEST.  
Hongkong, 26th June, 1902. [1763]

## ON SALE.

**"MOUNTINGS OF THE NAVAL  
GUNS** and their Subsequent Use  
with the  
**LADYSMITH RELIEF COLUMN."**  
Being a Lecture by  
**CAPTAIN PERCY SCOTT,**  
R.N., &c.  
and  
**CAPTAIN A. H. LIMPUS, R.N.**  
(of H. M. S. "Terrible").  
The book is printed on art paper, and illus-  
trated with coloured maps and sketches.  
Prices ... \$1 and \$1.50

## TO LET

**IN FLATS COMPLETE.**

**A NEW EUROPEAN HOUSE** situated  
on the North Spur of Morrison Hill. It  
has a splendid view, and enjoys the full benefit  
of the south-west monsoon.  
For Particulars apply to—  
**W. LYSAGHT,**  
151, Wanchai Road. [1555]

## TO LET.

**OFFICES** at 6, QUEEN'S ROAD  
CENTRAL.  
Apply to—  
**G. GIRAUULT.**  
Hongkong, 3rd January, 1902.

## TO LET.

**GODOWNS** at BOWRINGTON. Cheap  
Rental.  
Apply to—  
**AHMED RUMJAHN.**  
Hongkong, 11th January, 1902. [215]

## TO LET.

**HOUSE** No. 13, GAGE STREET. Six  
Rooms.  
Apply to—  
**E. A. DE CARVALHO.**  
C. F. DE CARVALHO.  
Hongkong, 2nd May, 1902. [1277]

## TO BE LET.

**"BISNEE VILLA,"** POKEULUM,  
Immediate Possession.  
Apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 24th March, 1902. [89]

## TO LET.

**NOS. 15 and 17, MOSQUE JUNCTION  
TERRACE.**  
Nos. 5, 18, 19 and 20, BELILIOS  
TERRACE.  
Likewise, a  
**FURNISHED BUNGALOW** at Peak.  
"THE BYRNE."  
For all Particulars, apply to—  
**TURNER & CO.**  
Hongkong, 4th August, 1902. [2101]

## TO LET.

**ONE OR TWO ROOMS** TO LET,  
FURNISHED, with or without  
view. Suitable for Single Lady, Bachelor or  
Married Couple.  
Apply—  
**C. B.**  
Hongkong, 5th August, 1902. [2116]

## TO LET.

**NO. 3, "MAGDALEN TERRACE,"**  
MAGAZINE GAP.  
Apply to—  
**SPANISH PROCURATION.**  
Hongkong, 1st April, 1902. [977]

## TO LET.

**"THE KENNELS,"** MAGAZINE  
GAP.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.**  
Hongkong, 1st August, 1902. [2081]

## TO LET.

**NO. 3, QUEEN'S GARDENS.**  
Apply to—  
**G. C. ANDERSON.**  
4, Pedder Street (Ground Floor).  
Hongkong, 13th March, 1902. [890]

## TO LET.

**TOP FLOOR** of No. 35, QUEEN'S ROAD  
CENTRAL. Suitable for Office.  
For further Particulars, apply to  
**WING CHEONG.**  
35, Queen's Road Central.  
Hongkong, 8th July, 1902. [1879]

## TO LET.

**NO. 11, MACDONNELL ROAD.**  
HOUSES in CLIFTON GARDENS, Conduit  
Road.  
HOUSES at CAUSEWAY BAY, facing the  
Polo Ground.  
A HOUSE in RYTON TERRACE.  
GODOWNS at BLUE BUILDINGS.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.**  
Hongkong, 13th June, 1902. [71]

## TO LET.

**GODOWN** Nos. 1 and 3 (GROUND and  
TOP FLOORS). Storing capacity about  
3,500 tons each.  
COAL GODOWN No. 8 (room for over a  
thousand tons), Praya East.  
Apply to—  
**MOK MAN CHEUNG.**  
Comptroller Dept.,  
BUTTERFIELD & SWIRE.  
Hongkong, 2nd August, 1902. [2090]

## TO LET.

**"TANG YUEN,"**  
MACDONNELL ROAD,  
BOARD AND RESIDENCE.

## TO LET.

**ROOMS** and WELL-FURNISHED  
ROOMS. Uninterrupted View of Harbour.  
Apply at the House or at FAIRBANK & CO.,  
Queen's Road. [1688]

## TO LET.

**MRS. GILLANDERS.**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 4th April, 1902. [1025]

## TO LET.

**COMFORTABLY FURNISHED  
ROOMS**, with Board.  
Apply to Mrs. MATHER.  
2, Pedder's Hill.  
Hongkong, 1st January, 1902.

## TO LET.

**GRACA & CO.** Importers and Exporters  
of Foreign and Colonial POSTAGE  
STAMPS, 33, Peel Street, Hongkong, have  
just received for sale at their stall at Hongkong  
Hotel Corridor a large variety of nice Pictorial  
Post Card Albums. Pictorial Post Cards—  
Panoramas of Hongkong, Macao, Canton,  
Chinese Costumes, Views, &c., &c., in Phototype  
and Coloured Colotype. A sortiment of Postage  
Stamp Albums, Lenses, Hinges, Tweezer and  
other Philatelic goods. Prices to suit all  
Customers. Correspondents wanted. Foreign  
orders promptly attended to. Cash with order  
or 1st class reference. [1897]

## THE SEVEN SECRETS,

BY

WILLIAM LE QUEUX

(Author of "Purple and Fine Lines," "Whoso  
Findeth a Wife," "The Court of Honour,"  
"If Sinners Entice Thee," &c., &c.)

[COPYRIGHT.]

## CHAPTER V.

DISCLOSES A MYSTERY.

The man's amazing announcement held me  
speechless.

"Murdered!" I cried when I found tongue.

"Impossible!"

"Ah! sir. It's too true. He's quite dead."

"But surely he has died from natural causes—"

"No, sir. My poor master has been foully  
murdered."

"How do you know that?" I asked breath-  
lessly. "Tell me all the facts."

It was by the man's agitation, his white face,  
and the hurried manner in which he had  
evidently dressed to come in search of me, that  
something tragic had really occurred.

"We know nothing yet, sir," was his quick  
response. "I entered his room at two o'clock,  
as usual, to see if he wanted anything, and saw  
that he was quite still, apparently asleep. The  
lamp was turned low, but as I looked over the  
bed I saw a small dark patch upon the sheet.  
This I discovered to be blood, and a moment later  
was horrified to discover a small wound close to  
the heart, and from it the blood was slowly  
oozing."

"Then he's been stabbed, you think?" I  
gasped, springing up and beginning to dress  
myself hastily.

"I think so, sir. It's awful."

"What think you, sir, utterly dumbfounded by  
the man's amazing story. After you made the  
discovery how did you act?"

"I awoke the nurse, who slept in the room  
adjoining. And then we awoke Miss Mirat.  
The shock to her was terrible—poor young lady!  
When she saw the body of the poor old gentle-  
man she burst into tears, and at once sent me to  
you. I didn't find a cab till I'd walked almost  
a mile, and then I came straight on here."

"But is there undoubtedly foul play, Short?"

"No doubt whatever, sir. I'm nothing of a  
doctor, but I could see the wound plainly—like a  
small clean cut just under the heart."

"No weapon about?"

"I didn't see anything, sir."

"Have you called the police?"

"No, sir. Miss Mirat said she would wait  
until you arrived. She wants your opinion."

"And Mrs. Courtney? How does she bear  
the tragedy?"

"The poor lady doesn't know yet."

"Doesn't know? Haven't you told her?"

"No, sir. She's not at home."

"What? She hasn't returned?"

"No, sir," responded the man.

That fact was, in itself, peculiar. Yet there  
was, I felt sure, some strong reason if young  
Mrs. Courtney remained the night with her  
father, but she had possibly missed the last  
train, and she had been induced by her friends to remain  
the night with them in town.

Yet the whole of the tragic affair was certainly  
very extraordinary. It was Short's duty to rise  
at two o'clock each morning and go to his  
master's room to ascertain if the invalid wanted  
anything. Generally, however, the old gentle-  
man slept well; hence there had been no  
need for a night nurse.

When I entered the cab, and the man having  
taken a seat beside me, had set out on our  
long night drive out to Kow, I endeavored to  
obtain more details regarding the Courtney  
menage. In an ordinary way I could scarcely  
have questioned a servant regarding his master  
and mistress, but on this drive I saw an occasion  
to obtain knowledge, and seized it.

Short, although a well-trained servant, was  
communicative. The shock he had sustained  
in discovering his master made him so.

After ten years' service he was devoted to his  
master, but from the remarks he let drop  
during our drive I detected that he entertained a  
strong dislike of the old gentleman's young  
wife. He was, of course, well-aware of my  
affection for Ethelwynn, and carefully concealed  
his antipathy towards her, an antipathy which  
I somehow felt convinced existed. He regarded  
both sisters with equal mistrust.

"Was your mistress often remain in town  
with her friends at night?"

"Sometimes. When she goes to balls."

"And is that often?"

"Not very often."

"And didn't the old gentleman know of his  
wife's absence?"

"Sometimes. He used to ask me whether  
Mrs. Courtney was at home, and then I was  
bound to tell the truth."

By his own admission, then, this man Short  
had informed the invalid of his wife's frequent  
absence from the house, and as such most  
probably the cause of her death, and as such  
most probably the cause of her death, and as such  
most probably the cause of her death.

"I knew him to be the confidential  
servant of the old gentleman, but had not before  
suspected him of tale-telling. Without doubt,  
Mrs. Courtney's recent neglect had sorely  
grieved the old gentleman. He doted upon  
her, indulged her in every whim and fancy, and  
like many an aged husband who has a smart  
young wife, dared not to differ with her or  
complain of any of her actions. There is a  
deal of truth in the adage: 'There's no fool  
like an old fool.'"

But the mystery was increasing, and as we  
drove together down that long interminable  
high road through Hammersmith to Chiswick,  
wet, dark and silent at that hour, I reflected  
that the strange phrase of insecurity which  
had so long oppressed me was actually being  
fulfilled. Ambler Jernon had laughed at it.  
But would he laugh now? To-morrow, with-  
out doubt, he would be working at the mystery  
in the interests of justice. To try to keep the  
affair out of the Press would, I knew too well,  
be impossible. These men, in journalistic  
parlance called "lifers," are everywhere—  
hungry for copy, and always eager to seize upon  
anything tragic or mysterious.

From Short I gathered a few additional  
details. Not many he said, but sufficient to  
make it quite clear that he was intensely  
antipathetic towards his mistress. This struck  
me as curious; for as far as I had seen, she had  
always treated him with the greatest kindness  
and consideration, had given him holidays, and  
to my knowledge had, a few months before,  
raised his wages of her own accord. Never-  
theless, the "mudge" was a strange one in-  
congruous in every respect.

My chief thoughts were, however, with my  
love. The shock to her must, I knew, be  
terrible, especially as Mary was absent, and she  
alone with the nurse and servant.

When I sprang from the cab and entered the  
house she met me in the hall. She had dressed  
hastily, and wore a light shawl over her head,  
probably to conceal her disordered hair, but her  
face was blanched to the lips.

"Oh, Ralph!" she cried in a trembling voice.  
"I thought you were never coming. It's  
terrible—terrible!"

"Come in here," I said, leading her into the  
dining-room. "Tell me all you know of the  
affair."

Short discovered him just after two o'clock.  
He was then quite still.

"But then, may be life," I exclaimed  
suddenly, and leaving her, I rushed up the  
stairs and into the room where the old man had  
died. The instant my gaze fell upon him I knew  
the truth. Cadaveric rigidity had supervened,  
and he had long been beyond hope of human  
aid. His furrowed face was as white as ivory,  
and his lower jaw had dropped in that manner  
that unmistakably betrays the presence of Death.

As the man had described, the sheet was  
stained with blood. But there was not much,  
and I was some moments before I discovered  
the wound. It was just beneath the heart,  
cleanly-cut and about three-quarters of an inch  
long, evidently inflicted by some sharp instru-  
ment. He had no doubt been struck in his  
sleep, and with such precision that he had died  
without being able to raise the alarm.

The murderer, whoever he was, had carried the  
weapon away.

I turned and saw Ethelwynn, a pale wan figure  
in her light gown and shawl, standing on the  
threshold, watching me intently. She stood  
there white and trembling, as though fearing to  
enter the presence of the dead.

I made a hasty tour of the room, examining  
the window and finding it fastened. As far as  
I could discover nothing whatever was disturbed.  
Then I went out to her, and closing the door  
behind me, said to her, "The police-station."

"Short must go along to the police-station."  
"We must report it."

"But is it really necessary?" she asked  
anxiously. "Think of the awful exposure in the  
papers. Can't we hush it up? Do, Ralph, for  
my sake," she implored.

"But I can't give a death certificate when a  
person has been murdered," I explained.

"Before burial there must be a post-mortem  
and an inquest."

"Then you think he has actually been  
murdered?"

"Of course, without a doubt. It certainly  
isn't suicide."

The discovery had caused her to become rigid,  
almost statue-like. Sudden terror often acts  
thus upon women of her highly nervous tem-  
perament. She allowed me to lead her downstairs  
back to the dining-room. On the way, I  
met Short in the hall, and ordered him to go at  
once to the police-station, and ordered him to go at  
once to the police-station.

"Now, dear," I said, taking her hand ten-  
derly in mine when we were alone together  
with the door closed, "tell me calmly all you  
know of this awful affair."

"I—I know nothing," she declared. "No-  
thing except what you already know. Short  
knocked at my door and I dressed hastily, only to  
discover that the poor old gentleman was dead."

"Was he house still locked up?"

"I believe so. The servants could, I suppose,  
tell that."

"But is it not strange that Mary is still  
absent?" I remarked, perplexed.

"No, not very. Sometimes she has missed  
her last train and has stopped the night with the  
Penny-Pages or the Henshaws. It is difficult,  
she says, to go to sleep after a theatre and catch  
the last train. It leaves Charing Cross so early."

Again, there seemed a distinct inclination on  
her part to shield her sister.

"The whole thing is a most profound  
mystery," she went on. "I must have slept  
quite lightly for I heard the church clock  
strike each quarter until one o'clock, yet not an  
unusual sound reached me. Neither did Nurse  
hear anything."

Nurse Kate was an excellent woman, whom I  
had known at Guy's through several years.  
Both Sir Bernard and myself had every  
confidence in her, and she had been the invalid's  
attendant for the past two years.

It certainly is a mystery—one which we  
must leave to the police to investigate. In  
the meantime, however, we must send Short  
to Redcliffe Square to find Mary. He must  
not tell her the truth, but merely say that her  
husband is much worse. To tell her of the  
tragedy at once would probably prove too great  
a blow."

"I thought never to have gone to town and  
left him," declared my well-beloved in sudden  
condemnation of her sister's conduct. "She  
will never forgive herself."

"Regrets will not bring the poor fellow  
to life again," I said with a sigh. "We must  
set—act promptly—in order to discover the  
identity of the murderer and the motive of the  
crime. That there is a motive is certain; yet  
it is indeed strange that anyone should actually  
kill a man suffering from a disease which in  
a moment, at most, must prove fatal. The  
motive was, therefore, his immediate disease;  
and that fact will probably greatly assist the  
police in their investigations."

"But who could have killed him?"

"Ah! That's the mystery. If, as you believe,  
the house was found to be still secured when  
the alarm was raised, then it would appear that  
someone who slept beneath this roof was guilty."

"Oh! Impossible! Remember, there's only  
myself and the servants. You surely don't  
suspect either of them?"

"I have no suspicion of anyone at present,"  
I answered. "Let the police search the place,  
and they may discover something which will  
furnish them with a clue."

I noticed some telegraph forms in the station-  
ery rack on a small writing-table, and taking one  
scribbled a couple of lines to Sir Bernard at Home,  
informing him of the mysterious affair. This I  
folded and placed in my pocket, in readiness for  
the re-opening of the telegraph office at eight  
o'clock.

Shortly afterwards we heard the wheels of a  
cab outside, and a few minutes later were  
joined by a police inspector in uniform and  
an officer-in-paisa clothes.

In a few brief sentences I explained to  
them the tragic circumstances, and then led  
them upstairs to the dead man's room.

After a cursory glance round, they went forth  
again upon the landing, in order to await  
the arrival of the two other plain-clothes officers  
who had come round on foot, one of them the  
sergeant of the Criminal Investigation Depart-  
ment attached to the Kew Station. Then,  
after giving orders to the constable on the  
beat to station himself at the door and allow  
no one to enter or leave without permis-  
sion, the three detectives and the inspector  
entered the room where the dead man lay.

(To be continued.)

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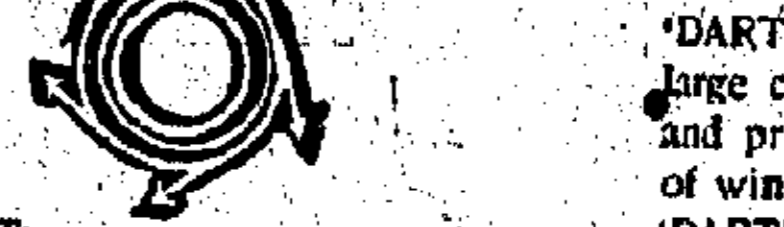
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Hongkong, 3rd July, 1902. [1839]

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ULYSSES	Brit. str.	2 m.	R. A. Peters	BUTTERFIELD & SWIRE	To-morrow
LONDON	DALLAARAT	Brit. str.	2 m.	R. Webster	P. & O. S. N. Co.	On 18th inst., at Noon
LONDON	TELEMACUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LONDON	ANTENOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd September
LONDON	DARFARUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th September
LONDON	TELEMACUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th September
LIVERPOOL DIRECT	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th inst., at Daylight
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 11th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	TAMBA MARU	Jap. str.	—	J. W. Vale	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	H. Bee	GIBB, LIVINGSTON & CO.	Quick despatch
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	P. Lunschloss	MELCHERS & CO.	On 14th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Ehlers	BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 10th September
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—	Mogea	SANDELL, WIELER & CO.	On 16th inst., P.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		DODWELL & CO. LIMITED	Quick despatch
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		JARDINE, MATHESON & CO.	On 14th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		SHEWAN, TOMES & CO.	On or about 15th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MCGREGOR BROS. & CO.	On 13th September
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		CANADIAN PACIFIC R. CO.	To-day, at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		DODWELL & CO. LIMITED	On 16th September
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 9th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 11th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		DODWELL & CO. LIMITED	On 12th September
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 14th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 14th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 30th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		P. & O. S. N. Co.	On 16th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		G. W. Cockman, R.N.R.	On or about 7th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 15th inst., at Daylight
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		BUTTERFIELD & SWIRE	On 12th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MELCHERS & CO.	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		BUTTERFIELD & SWIRE	To-day
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MITSUBI BUSSAN KAISHA	On 17th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MITSUBI BUSSAN KAISHA	On 13th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MITSUBI BUSSAN KAISHA	To-day
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		DOUGLAS LAMPAKE & CO.	To-day, at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		BUTTERFIELD & SWIRE	On 9th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		SHEWAN, TOMES & CO.	On 8th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MITSUBI BUSSAN KAISHA	On 8th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th inst.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		MELCHERS & CO.	Quick despatch
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		DAVID SASSOON & CO., LD.	To-day, at 3 P.M.
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 10th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		CARLOWITZ & CO.	On 12th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	—		NIPPON YUSEN KAISHA	On 15th inst., at Noon

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IDZUMI MARU F. W. Horton BOMBAY via SINGAPORE SUNDAY, 10th August, at Noon

KATAKIYU J. W. Ekstrand VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 11th August, at 4 P.M.

AWA MARU N. Trenant KOBE and YOKOHAMA FRIDAY, 15th August, at DAYLIGHT

MINE MARU M. Yagi SINGAPORE, COLOMBO, and BOMBAY FRIDAY, 15th August, at Noon

KAGOSHIMA MARU K. Kori MOJI, KOBE, and YOKOHAMA SATURDAY, 16th August, at Noon

TAMBA MARU J. W. Vale MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID SATURDAY, 23rd August, at DAYLIGHT

RIJUN MARU K. Ohno VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 25th August, at 4 P.M.

KASUGA MARU H. Fraser SYDNEY and MELBOURNE via THURSDAY ISLAND TOWNS, VILLIERS and BRISBANE SATURDAY, 30th August, at Noon

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Hongkong, 4th August, 1902.

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SUBJECT TO ALTERATION

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C. F. LARSEN (Capt. Fuchs) HAVRE, BREMEN and HAMBURG On 28th Aug. Freight

KONIGSBERG (Capt. Mayer) HAVRE and HAMBURG On 10th Sept. Freight and Passengers

BAMBERG (Capt. Kirchner) HAVRE and HAMBURG On 24th Sept. Freight

FREIBURG (Capt. Prosch) HAVRE and HAMBURG On 8th Oct. Freight

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STEAMERS: DESTINATIONS: SAILING DATES:

KLAUSCHOU THURSDAY 7th August

BAYERN THURSDAY 14th August

KONIG ALBERT THURSDAY 14th August

PRINZESS IRENE THURSDAY 14th August

PRINZ REGEN LUITPOLD THURSDAY 14th August

PREUSSEN THURSDAY 14th August

HAMBURG THURSDAY 14th August

SACHSEN THURSDAY 14th August

KLAUSCHOU THURSDAY 14th August

BAYERN THURSDAY 14th August

KONIG ALBERT THURSDAY 14th August

PRINZESS IRENE THURSDAY 14th August

DARMSTADT THURSDAY 14th August

PREUSSEN THURSDAY 14th August

HAMBURG THURSDAY 14th August

\* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 7th day of August, 1902, at Noon, the Steamship "KLAUSCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, will leave this Port for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, and other ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Shipping Orders will be granted till Noon on Tuesday, the 5th August. Cargo and Specie will be received on Board until 5 P.M. on Wednesday, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for more than 32.00 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

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Hongkong, 24th July, 1902.

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THE Steamship "ASAMA" Captain F. F. Bement, will be despatched for the above port on or about the 15th August. To be followed by "AFION" on or about the 15th September. For Freight apply to SHEWAN, TOMES &amp; CO. Agents.

Hongkong, 8th July, 1902.

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the Natal Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight. For Freight and further particulars apply to DODWELL &amp; CO. LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

## VESSELS ON THE BERTH

FOR CALCUTTA, PENANG AND SINGAPORE

THE Steamship "CATHERINE APCAR" Captain S. H. Besson, will be despatched for the above ports TO-DAY, the 6th August, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON &amp; CO., LD., Agents.

Hongkong, 31st July, 1902.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR MANILA

THE Company's Steamship "LOONGSANG" Captain G. S. Weigall, will be despatched as above TO-MORROW, the 7th inst., at 4 P.M.

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Hongkong, 1st August, 1902.

## COMPAGNIE DES MESSEGERIES MARITIMES

PAQUEBOTS-POSTES FRANCAIS

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th August, 1902, at 1 P.M., the Company's Steamship "YARRA", Captain Charbonnel, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the a.s. Indus, which vessel takes on her Passengers and Mails, leaving that port on the 23rd August, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st July, 1902.

## BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Sailing

Steamship: Tons: 1902

HYADES 3,753 12th September

LYRA 4,200 14th October

SHAWMUT 3,806 23rd October

FREMONT 3,806 17th December

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to DODWELL &amp; CO., LD., General Agents.

Hongkong, 21st July, 1902.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3,502	J. Panten	August 9th
TACOMA	3,311	A. Dixon	August 23rd
GLENGHIE	3,750	G. E. Warner	September 20th
OLYMPIA	2,837	J. Traubridge	September 27th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and EUROPE.

HONGKONG TO LONDON, £52

Excellent accommodation. First-class Table. Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, £48

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £32

The best route to the KODAK GOLD FIELDS. Frequent Sailings from VICTORIA and Tacoma to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 4th August, 1902.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

R.M.S. "EMPERESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 6th Aug.

R.M.S. "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.

R.M.S. "EMPERESS OF JAPAN" Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.

R.M.S. "EMPERESS OF JAPAN" Comdr. H. Fyfe, R.N.R. WEDNESDAY, 24th Sept.

R.M.S. "ATHENIAN" Comdr. H. Morritt WEDNESDAY, 8th Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST RAILWAY, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM GLASGOW and LIVERPOOL...  
GLASGOW and LIVERPOOL...  
GLASGOW and LIVERPOOL...  
GLASGOW and LIVERPOOL...

OUTWARDS...  
HOMWARDS...  
LONDON...  
LONDON and ANTWERP...  
LONDON...  
LIVERPOOL DIRECT...  
(Taking Cargo of London & Co.)

Hongkong, 5th August, 1902.

BUTTERFIELD & SWIRE,  
AGENTS, O. S. S. CO.CHINA NAVIGATION CO.,  
LIMITED.

FOR SHANGHAI and CHINKIANG...  
SWATOW, AMOY, and SHANGHAI...  
TIENTSIN...  
CHIEFU and NEWCHANG...  
MANILA...  
PORT DARWIN, THURSDAY...  
ISLAND, COOKTOWN, CAIRNS...  
TOWNVILLE, BRISBANE...  
SYDNEY, MELBOURNE and...  
ADELAIDE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th August, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TAMSAI, VIA SWATOW...  
TAMSAI, VIA SWATOW...  
ANPING, VIA SWATOW...  
FOOCHOW, VIA SWATOW...  
TAMSAI, VIA SWATOW...  
TAMSAI, VIA SWATOW...  
TAMSAI, VIA SWATOW...  
TAMSAI, VIA SWATOW...

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 6th August, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOBI, KOBE &amp; YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP...  
INDRAPURA...  
INDRAPURA...  
INDRAPURA...  
INDRAPURA...  
INDRAPURA...  
INDRAPURA...  
INDRAPURA...

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA,  
(ORIENT S.S. CO.)REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,870 Tons.

Captain Tate, will be despatched for MANILA

on FRIDAY, the 8th inst., at Noon.

Magnificent Accommodation, Comfortable

Cabins, Excellent Table, Unrivaled Speed.

Electric Light, Doctor and Stewards carried.

For Freight and Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Buildings, 100, House Street.

Hongkong, 1st August, 1902.

## CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF

CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY

20 DAYS.

Saloon Passengers carried at SPECIALLY

REDUCED RATES, portions of which

can be obtained on application to the

Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSHA" 2nd September.

"CHANGSHU" 26th.

"TAIYUAN" 24th October.

Superior accommodation and ships. Electric

Light throughout. Fitted with Refrigerators

which ensure a fresh supply of Ice and Provi-

sions during the entire voyage. Duly qualified

European Surgeons carried.

BUTTERFIELD &amp; SWIRE

AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902.

ALTERATION  
"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON VIA SUEZ

CANAL.

THE Steamship

"BENLAWERS,"

Captain H. Bee, will be despatched as above on

or about TUESDAY, the 5th August.

For Freight, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 29th July, 1902.

NORDEUTSCHE LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN.

Calling at KUDAT.

THE Company's Steamship

"SANDAKAN"

Captain H. Bee, will be ready to load for the

above port on the 31st July.

For Freight or Passage, apply to

MEYERS &amp; CO.,

Agents.

Hongkong, 30th July, 1902.

NAVIGAZIONE GENERALE

ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail Steam-

ers to ADEN, SUEZ, PORT SAID, MESSINA,

NAPLES, LEBRON and GENOA, also YOKO-

HAMA, LEVANTINE and SOUTH AMERICAN

Ports up to CALLOA.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"ISOLA DI CAPRI,"

will be despatched as above on TUESDAY,

the 15th inst., at Noon.

At Bombay, the steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ &amp; CO.,

Agents.

Hongkong, 2nd August, 1902.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and

QUEENSLAND Ports, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN,"

Captain Shaw, will be despatched for the

above ports on THURSDAY, the 14th August,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the China Navigation

Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 22nd July, 1902.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-

STRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"BALLAARAT,"

Captain R. A. Peters, carrying His Majesty's

Mail, will be despatched from this port for

Batavia, on SATURDAY, the 16th August, at Noon,

taking passengers and cargo for the above

ports.

Silk and Valuable, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &amp;c., will be conveyed via

Bombay with transhipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are registered.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

B. A. HEWITT,

Superintendent.

Hongkong, 4th August, 1902.

UNITED STATES AND CHINA-JAPAN

S.S. LINE.

REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA, HONGKONG

AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched

as above at monthly intervals, carrying

Cargo at current rates:

"INDRAMAXO" 15th Aug. 1902.

"INDRAMAXO" 15th Sept. 1902.

"INDRAMAXO" 15th Oct. 1902.

For Freight and further information, apply to

JARDINE, MATTHEW &amp; CO.,

Agents.

1280

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROY,"

Captain Selby, will be despatched as above on

SATURDAY, the 13th September, 1902.

For Freight, apply to

McGREGOR BROS. &amp; GOW.

Agents.

Hongkong, 4th August, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the Captains, the Agents, nor the

Owners will be RESPONSIBLE for any

DEBTS contracted by the Officers or the Crew

of the following Vessels during their stay in

Hongkong Harbour:

ADOLPH OBERG, Amr. barque, S. Amesbury.

—Standard Oil Co.

ALLAN, American ship, McKay—Standard

Oil Co.

KEELAR, British ship, John Hughes—ORDER

MANUEL LLAGUNA, American ship, Nicholls—

Standard Oil Co.

NOTICES TO CONSIGNEES  
"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS."

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

whence and/or from the wharves delivery may

be obtained.

No claims will be admitted after the Goods

have left the Godowns and all Goods undeliv-

ered after the 7th August, will be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 20th

August, or they will not be recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 7th August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 30th July, 1902.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND

STRAITS.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain D. Davis, having arrived from the above

ports, Consignees of Cargo are hereby in-

formed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon, and stored at Consignees'

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 8th August, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 5th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES &amp; CO.,

Agents.

Hongkong, 31st July, 1902.

FROM HAMBURG, ANTWERP, PE-

NANG AND SINGAPORE.

THE N.D.L. Steamship

"KONIGSBERG,"

Captain Meyer, having arrived from the above

ports, Consignees of Cargo are hereby in-

formed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 7th August, will be

subject to rent.

Optional Cargo will be forwarded unless

notice to the contrary be given before NOON

TODAY, the 8th inst.

Any Cargo requiring discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 7th August, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 7th August, at 3 P.M.

No Fire Insurance has been effected.

BILLS OF LADING WILL BE COUNTERSIGNED BY

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 31st July, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

